

IN THE CLAIMS:

Please amend the claims as follows.

1. (Original) An emission reduction apparatus for an engine exhaust, the apparatus comprising first and second exhaust paths and first and second regenerable emission reduction elements in the respective paths in which the first emission reduction element has a greater emission reduction capacity than the second emission reduction element.
2. (Original) An apparatus as claimed in claim 1 in which the first and second emission reduction elements have at least one of a heat dependent regeneration regime and a heat dependent emission reduction regime.
3. (Currently Amended) An apparatus as claimed in claim 1 ~~or claim 2~~ in which the emission reduction element comprises a NOx trap.
4. (Original) An apparatus as claimed in claim 3 in which the NOx trap includes a particulate filter.
5. (Currently Amended) An apparatus as claimed in ~~any preceding~~ claim 1 in which the second emission reduction element has a lower operative temperature formulation than the first emission reduction element.
6. (Currently Amended) An emission reduction system including an apparatus as claimed in ~~any preceding~~ claim 1 and a controller for controlling operation of the apparatus.
7. (Original) An engine including an exhaust providing an exhaust path and the system as claimed in claim 6 provided in the exhaust path.

8. (Original) An engine as claimed in claim 7 comprising a diesel engine.
9. (Currently Amended) A vehicle including an engine as claimed in claim 7 ~~or claim 8~~.
10. (Original) A method of reducing engine exhaust emissions comprising switching an engine exhaust stream between first and second engine exhaust paths having first and second regenerable emission reduction elements therein in which the exhaust stream is switched to a second path during regeneration of the regenerable element in the first path and then switched back to the first path when regeneration is complete.
11. (Withdrawn)